

F1012

SECURITY INFORMATION

25X1A

COUNTRY East Germany REPORT NO. [REDACTED]
 TOPIC Status of Oranienburg Airfield [REDACTED] 25X1

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1C

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 28 July 1953

REFERENCES [REDACTED]

PAGES 14 ENCLOSURES (NO. & TYPE) 2 -- 1 blueprint,
1 legend on ditto

REMARKS [REDACTED]

SOURCE

1. Oranienburg airfield was occupied by a bomber regiment up to December 1951 when the regiment was transferred to Brand airfield. The scheduled improvement work was not started before May 1952. At that time, surveying work was begun by the Bauunion Leipzig which was charged with the following work:

- a. Expansion of the runway to the north and south
- b. Repair and strengthening of concrete cover on runway
- c. Overhauling and strengthening of taxiways
- d. Construction of a new taxiway
- e. Expansion of sour track
- f. Construction of dispersal areas and shrapnelproof aircraft revetments
- g. Construction of a fence around the field
- h. Construction of six high buildings (unconfirmed)

According to available information, the following target dates for completion of the work were fixed:

- a. Runway: April 1953; this date was met.
- b. Overhauling of taxiway: April 1953; this date was delayed by 4 weeks.
- c. Entire project: August 1953.

2. The present status of the field is as follows:

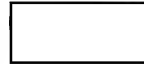
Work on the expansion and reinforcement of the runway is completed. The overhauling of the taxiways and the construction of a new taxiway from the south end of the runway to the eastern taxiway are under way. Only some of the scheduled shrapnelproof aircraft revetments are built. The fence around the field is completed. The planned construction of six high buildings has not been confirmed. Cracks were observed on the taxiway in mid-June 1953. According to rumors, the Bauunion Leipzig is to be replaced by another Bauunion. It appears doubtful whether the target date for completion of the entire project which was fixed at August 1953 will be met.

3. Oranienburg airfield is serviceable for MIG-15 and Il-28 planes. Attached in the Annex is a blueprint of the field at a scale of 1:12,500 with two copies and a legend. (Army-10, Air-10, OGI-3.)

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Annex 2 to



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Oranienburg Airfield

I. Location

- a. 3.2 km southwest of Oranienburg
- b. 52°43'55"N/13°13'00" E
- c. 35 meters above sea level
- d. Plane table survey sheet No 3245

II. Possibilities of approach and observation

The airfield can be observed from Leegebruch in the west, from the eastern canal embankment in the east, and from the railroad line in the north. A fence of mesh wire and barbed wire surrounds the field. During construction work on the runway, the field was lightly guarded by civilians. Since January 1953, Soviet sentries have been stationed at the field.

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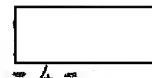
III. Legend to Sketch with Abbreviations Used

Installations	Abbreviations	Remarks
Landing field		Level with grass cover and drainage system
Dispersal areas	A	Large apron in front of hangars in northern section; old sections of former runway S 3
Railroad connection	Ba	Served by Oranienburg railroad station
Spur track		For course, see sketch; the spur track marked by interrupted lines was laid for construction work on the runway and has not yet been removed again
Loading ramp		Located in northeastern corner of the field
Lighting facilities	Be	Unknown
Shrapnelproof aircraft revetments	Bo	60 planned, 15 to 20 completed or under construction
Electric installations	E1	Transformer
Flight control station	F	Housed in rooms attached to the hangar
AAA	F1	Not available
Radio installations	Fu	Not available
Pits	Grb	Four pits were excavated recently whose purpose, however, has not been determined
Hangars	H	One old hangar in northeastern corner was repaired; allegedly six new high buildings are planned, probably including some hangars
Zeroing-in range	JS	On western edge near the destroyed Antonienhof
Dumps	Lg	Construction material dump is not entered on sketch as it is only temporary
Ammunition dump	M	Old dump dissolved, new installation undetermined
Taxiways	R	Taxiway with new concrete cover with the same width as the runway
	R 1	
	R 2	Old taxiway connecting ends of old runway
	R 3	New taxiway, 18 meters wide
	R 4	Old taxiway; taxiway west of runway S 1 is planned

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Installations	Abbreviations	Remarks
Railways	S	
	S 1	From north-northwest to south-southeast; total length: 2,560 meters, formerly 2,200 meters; width: 50 meters; concrete cover; probably 30 to 35 cm including new concrete layer of 12 to 18 cm.
	S 2	From northwest to southeast; Length: about 1,500 meters; Width: 50 meters; same concrete cover as S 1
	S 3	From southwest to northeast; Used as dispersal area
Barriers	Sb	Near Annahof and Velten Bridge
Fuel dumps	T	
	T 1	Old underground dump in northeastern corner of the field with standpipes near hangar; number and size of containers and type of fuel not known; fuel is supplied from Velten
	T 2	Located northeast of T 1 in angle formed by railroad line and canal
Quartering buildings	U	Located in Weisse Stadt Settlement; buildings Nos 1, 2, 3, 16 and 17: occupied by construction workers; buildings Nos 46, 47 and 48: occupied by Soviet Air Force troops; building No 49: housing hospital; building No 54: occupied by Soviet Air Force woman auxiliaries; buildings Nos 55 and 56: occupied by Soviet Air Force NCOs
Administrative buildings	Vw	15 rooms of the reconstructed Wilhelminenhof are occupied by officers and workers' messhall of the Baununion; buildings Nos 57 and 58 of the Weisse Stadt Settlement house Soviet headquarters and administrative rooms
Repair hangar	W	
Guardhouse	Wa	Located at entrance to Annahof
Watchtower	WT	1 tower on landing field
Meteorological station	Ww	Located in rooms attached to the hangar
Fence	Z	Wire fence

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